

### 5.8.1 Streets and Sidewalk Standards

The following standards are applicable to all form districts. In addition, standards specific to a given form district may apply (listed in 5.8.1 C).

- A. Streets/Alleys – Developments that create public and private **streets** or **alleys** shall connect with and provide for the future extension of the community's street network.
  - 1. Alleys – Existing back and side alleys shall be retained and used for public access into the development as an alternative means of vehicular, pedestrian and service access. Underused alleys or those in disrepair, as determined by the Director of Works, shall be repaired in conjunction with new development as a means of encouraging future use. Within traditional form districts, cases where no alley currently exists, the possibility of acquiring the needed land to create an alley should be explored. The Works Director or designee will determine which improvements are needed.
- B. Sidewalks - All developments shall provide sidewalks in the abutting right-of-way to serve the development site (same side of street). Sidewalks shall be provided along all road frontages in accordance with **Section 6.2.6**. The minimum sidewalk width shall be four (4) feet for local level roads, and five (5) feet for collector and arterial level roadways. The Director of Works may require greater width or, for infill sidewalks connecting existing sidewalks of lesser width, may approve a sidewalk of lesser width upon finding that divergence from the five (5) foot standard is consistent with public safety. If sidewalks are present in the public right-of-way fronting adjacent lots, the location and alignment of the new sidewalk shall connect directly with this existing network.
  - 1. Sidewalks shall be designed in such a manner that a walkway at least 4 feet wide or other dimension as approved by the Director of Works is left unobstructed.
  - 2. Where the sidewalk along a public street is interrupted by a curb cut, the walkway across the driveway shall be delineated, to enhance pedestrian safety. The walkway may be delineated by striping or by use of contrasting pavement materials that meet ADA standards.
- C. Form District Specific Requirements
  - 1. Downtown Form District Sidewalks

Sidewalks – Sidewalks shall be provided as part of all developments, as follows:

Sidewalks shall be constructed from the back of curb to the existing or newly created **street wall**.

- a. New sidewalks shall be extended to the **adjacent** lot lines. In the case of a corner lot, sidewalks shall be extended to the adjacent lot along each **block face**.
- b. Sidewalks shall be at least 84" wide measured from the face of curb to the building façade, shall include a **pedestrian zone** and a **streetscape zone**, and may include a **storefront zone**.
  - i. Pedestrian zone. The pedestrian zone is that portion of the sidewalk that is maintained free of any obstructions to allow for the passage of pedestrians. The pedestrian zone shall be at least 48 inches wide and shall not be shared with the streetscape or storefront zones. If the width of the pedestrian zone is less than five feet wide for more than 50 linear feet, passing spaces must be provided at intervals of no less than 200 feet apart and must provide an area of at least five feet by five feet to allow two wheelchairs to pass each other.
  - ii. Streetscape Zone – That portion of the sidewalk located between the curb line and the Pedestrian Zone in which the following elements are located, following authorization by the Public Works Department:
    - Street trees/grates, planting strips, raised planters
    - Street light standards
    - Street signs/pedestrian wayfinding signs
    - Transit stops
    - Media boxes
    - Postal/freight collection boxes
    - Parking meters
    - Utility boxes/public phones/ fire protection
    - Seating (with/without tables)
    - Trash receptacles
    - Public art/water feature
    - Bike racks

The Streetscape Zone shall be at least 48" wide when trees are included.

iii. Storefront Zone – That portion of the sidewalk located between the pedestrian zone and the building facade in which the following elements are permitted, following authorization by the Public Works Department:

- Seating (with/without tables)
- Bollards
- Recessed lighting for the building facade
- Bike racks
- Valet or hostess station/canopies
- Temporary sale/display of merchandise
- Moveable sandwich boards
- Postal/freight collection boxes
- Planters



- c. Sidewalks may be reduced to a minimum width of 5 feet when not immediately adjacent to a building (e.g., River Road) or 6 feet when adjacent to an alley and not providing primary access to a building.
- d. Special sidewalk pavement treatments shall only be permitted when part of a streetscape plan for the full block face or, where interrupted by an alley, from street corner to the alley as approved by the Director of Works.
- e. Pedestrian walkways

Overhead walkways or pedways that cross a public street or alley are only permitted following review and approval by the Planning Commission. All overhead walkways or pedways must provide public access at grade. No overhead walkway or pedway shall be permitted over public streets with a right-of-way greater than or equal to 50 feet within a designated Preservation District.

*Overhead pedestrian walkways or pedways detract from a healthy, active street environment and are strongly discouraged.*

- f. If the width of the pedestrian zone of a sidewalk is less than five feet wide for more than a short distance, passing spaces must be provided at intervals of no less than 200 feet apart and must provide an area of at least five feet by five feet to allow two wheelchairs to pass each other.

### D. Sidewalks in Traditional Marketplace Corridor Form District

#### 1. Sidewalks

- a. All developments shall provide sidewalks constructed from the back of curb to the existing line of the right-of-way abutting the development site. New sidewalks shall be extended to the adjacent lot lines. In the case of a corner lot, sidewalks shall be extended to the adjacent lot along each block face.
- b. The width of the sidewalk shall be consistent with the prevailing pattern within the corridor. If there is not a prevailing pattern, the minimum sidewalk width shall be six feet and minimum of twelve feet is required in areas where there will be café seating or merchandise display.
- c. Sidewalks shall include a pedestrian zone and a streetscape zone, and may include a storefront zone as described in C.1.b, i, ii, iii above.

### 5.8.2 Greenway/Trail System

Where the property being developed is depicted in a legislatively adopted greenway/trail plan as the recommended location of a community access greenway/trail, an easement or other provisions for public access through the site shall be provided in accordance with the standards found in **Chapter 10 Part 5**. If the greenway/trail already has been constructed on the abutting property or if the proposed development falls under the category 3 threshold within the applicable form district, the greenway/trail shall be extended through the subject site at time of development of the site.

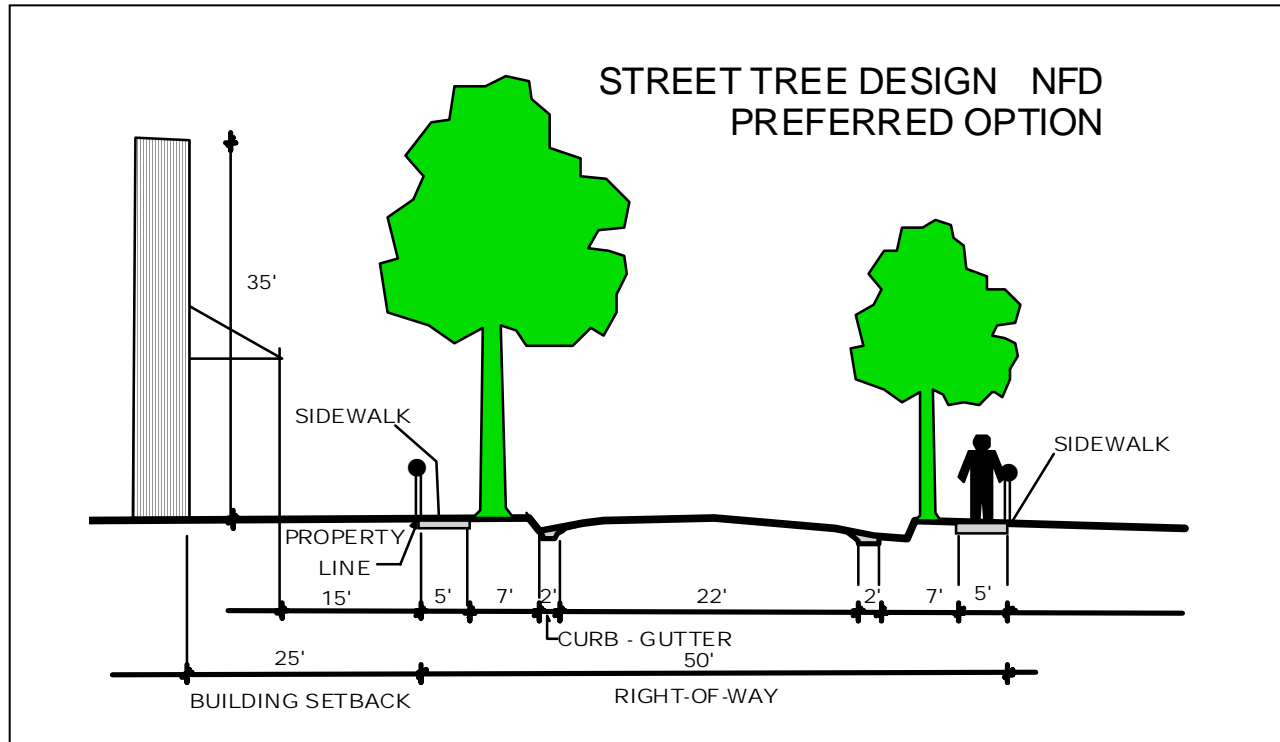
### 5.8.3 Streetscape

#### A. Suburban Form Districts

Planning and installation of improvements shall be coordinated to ensure a consistent streetscape treatment within the corridor. Improvements shall be installed on the same side of the street as and directly abutting the proposed development, depending on the type and intensity of development as follows:

*NOTE: Street trees (if mandatory or voluntary) receive a 25% bonus credit toward the tree canopy requirement; refer to **10.1.5.D**.*

1. Street trees shall be provided along the residentially zoned frontage of roadways classified as collector or arterial level streets. One street tree shall be planted per 50 feet of frontage, and planting shall meet the requirements of [Section 10.2.8](#) and [Chapter 10 Part 4](#). Street trees planted along any roadway shall be credited toward applicable tree canopy requirements.
2. Non-Residentially Zoned Developments  
  
Street trees planted in accordance with [Section 10.2.8](#) shall be credited toward applicable tree canopy standards ([Chapter 10 Part 1](#)).
3. Verge/ Planting Strips  
  
A verge or planting strip shall be provided between the edge of roadway curb and the edge of the sidewalk. Ground cover or low growing vegetation (Less than 2 feet in height at maturity) shall be established within the verge. The width of the verge shall be determined by the Director of Works. Where adequate right-of-way is available, the following widths are recommended:
  - a. Arterial – minimum 15 feet wide
  - b. Collector – minimum 10 feet wide
  - c. Local Road – minimum 6 feet wide; for cul-de-sacs, 3 feet wide
4. Underground utilities – Proposed developments that create new streets shall place utility lines underground. Compatible lines (electric, phone, cable) shall be placed in a common trench. In the alternative, overhead utility lines placed along the rear property lines of parcels along new streets are permitted.
5. Streetscape Master Plans – If an adopted streetscape master plan exists for the corridor within which a development is proposed, streetscape improvements shall be installed in accordance with the approved master plan.



### B. Traditional Form Districts (excluding Downtown Form District)

Planning and installation of improvements shall be coordinated to ensure a consistent streetscape treatment within the traditional neighborhood. Improvements shall be installed on the same side of the street as and directly abutting the proposed development, depending on the type and intensity of development as follows:

*Verge – A strip or border with grass or landscaping that separates the sidewalk from the street.*

#### 1. Street Trees

- a. Street trees shall be provided along the residentially zoned frontage of roadways classified as collector or arterial level streets. One street tree shall be planted per 50 feet of frontage, and planting shall meet the requirements of **Section 10.2.8** and **Chapter 10 Part 4**. Street trees planted along any roadway shall be credited toward applicable tree canopy requirements.

- i. If an established verge or planting strip exists in the street right-of-way fronting adjacent lots, new street trees shall be planted within the existing verge. If a new street is being created, a verge that is at least five feet wide is required.
- ii. For non-residential and mixed use developments or where heavy pedestrian traffic make a verge impractical, trees may be placed within a paved area that allows a minimum opening of 4 feet by 4 feet per tree and a minimum soil volume below the paved surface of 3.5 cubic yards per tree.

### b. Non-Residentially Zoned Developments

Street trees planted in accordance with **Section 10.2.8** shall be credited toward applicable tree canopy standards (**Chapter 10 Part 1**).

- 2. Streetscape Master Plans. If an adopted streetscape master plan exists for the corridor within which a development is proposed, streetscape improvements shall be installed in accordance with the approved master plan.
- 3. Underground utilities. Proposed developments that create new streets shall place utility lines underground. Compatible lines (e.g., electric, phone, cable) shall be placed in a common trench. In the alternative, overhead utility lines placed along the rear property lines of parcels along new streets are permitted.

### C. Downtown Form District

- 1. Streetscape standards have been established to create an attractive and animated sidewalk environment and to permit safe and efficient pedestrian movement. Planning and installation of improvements shall be coordinated to ensure a well-designed and unified streetscape treatment within the Downtown Form District. Streetscape elements provided as part of the development shall conform to those specified in the master plan along those corridors for which a plan has been adopted. All other streetscape elements shall conform to the following standards:

#### a. Street Trees

- i. Street trees shall be selected and placed with the approval of the Works Department urban forestry staff. If the sidewalk width, utility locations or similar conditions make it impractical to install street trees, the Director of Works may waive the requirement for street tree planting or unobstructed sidewalk width.

- ii. Street trees shall be planted in accordance with **Chapter 10 Part 4** (Tree Canopy and Landscaping - Implementation Standards) of the Land Development Code. Where required, tree grates or raised planters shall be provided with a minimum area of 4' x 4' per tree and a minimum soil volume below the paved surface of 3.5 cubic yards per tree.

### b. Planting Zones

If an established **verge** exists in the street right-of-way fronting adjacent lots, the verge shall be continued along the frontage of the proposed development. Planting strips that interfere with existing underground utilities, vaults or other existing structures shall require approval from the Director of Works.

- c. Street Furnishings – The design of street furnishings including benches, news racks, postal/shipping drop-off boxes, telephone booths, and trash receptacles, etc., shall conform to Works Department standards.

- i. Street furnishings are not permitted at any location where the sidewalk is less than 84" wide and the pedestrian zone is less than 48" wide.

- ii. Street furnishings shall be located at least 12" from the face of curb.

- iii. Media Items– Media items shall include postal/shipping drop-off boxes, information kiosks, and telephone booths. Media items cannot be chained or affixed to public fixtures, except those specifically designed and designated to accommodate them.

- d. Lighting – Street lighting for public streets shall conform to Works Department standards.

- e. Underground Utilities – Underground utilities shall be provided for all development proposed within the Downtown Form District. Utility boxes shall be placed underground, along alleys, or shall be designed in a manner approved by the Director of Works.

### 5.8.4 Street Design

#### A. Traditional Form Districts – Residential Development Only

- 1. Street design and right-of-way requirements shall be consistent with the standards for Traditional Neighborhoods located in **Chapter 6 Part 2** of this Development Code, with the following additional requirements:



- a. Connection with existing street network. Developments shall utilize and connect with existing street networks where available. Where an existing or planned network of streets does not exist, a standard or modified grid street pattern shall be provided.
- b. Alleys. Vehicles shall have access through existing alleys. Underutilized alleys, or those in disrepair, shall be repaired in conjunction with new development for the length of the development site's frontage on the alley as a means of encouraging future use unless the Public Works and Planning Directors jointly determine this is infeasible.
- c. Cul-de-sacs. Cul-de-sacs may be permitted only where special circumstances preclude through street connection. Such circumstances include:
  - i. Where natural features exist that are not practical to traverse (e.g., wetlands, steep slopes) or are not desirable to remove (e.g., wooded areas).
  - ii. Where connection to the next street is blocked by existing permanent structures, an existing or proposed expressway or limited access highway, or protected open space area.
  - iii. If a cul-de-sac is permitted, it shall contain a planting island at its terminus with an outside edge of pavement radius of at least 40 feet.
- d. Preferred Street Designs

The following alternative street designs are preferred to cul-de-sacs and shall be permitted where appropriate to supplement the more formal grid pattern according to the following standards

- i. Eyebrow. An eyebrow is a semicircular shaped road with a central planting island extended from the local road and provides a through connection to the local road.

Each eyebrow shall be surrounded by streets on all sides, shall be generally configured as a semi-circle, and shall be configured so that a circle with a radius of 30 feet can fit within the confines of the eyebrow. The central space within the eyebrow shall be planted with natural vegetation such as trees, shrubs, and/or groundcover to absorb stormwater runoff.

**Grid Street Pattern:** a street system that creates similar size blocks and four-way intersections. Grid street pattern is common in older neighborhoods and traditional development forms. A standard grid pattern is characterized by straight streets, 90 degree intersections and rectangular blocks. In a modified grid, a connected system of curvilinear streets may replace the more formal grid pattern, to insure compatibility with adjacent development and to address physical features of the site.

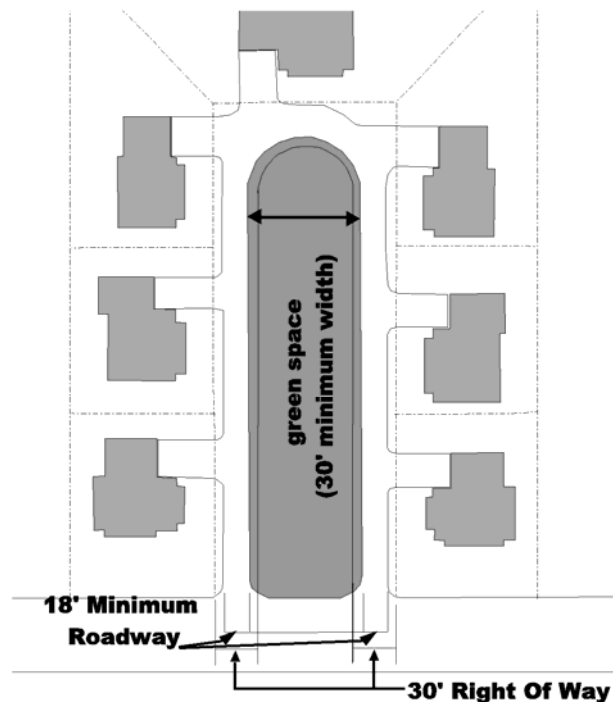
Eyebrow



- ii. Loop Lane. A loop lane is a continuous road (minimum pavement width of 18 feet and 30 feet right-of-way) with two access points from an adjacent road, separated by a central open space/planting island.

Loop lanes shall have a minimum 50 foot outside edge of pavement turning radius and a minimum 25 foot wide central planting island. The island shall be a landscaped open space.

- iii. Pedestrian Court. See B.1.b iii. below.



Loop Lane

- e. Alternate Street Designs. Alternative street designs not included above may be appropriate if a) consistent with the pattern of development in adjacent traditional neighborhoods, b) due to unique physical or environmental features, or c) due to innovative housing designs. Alternate street designs shall meet applicable AASHTO standards for pavement widths and turning radii.

### B. Suburban Form Districts – Residential Development Only

1. Street design and right-of-way requirements shall be consistent with the standards for Neighborhoods located in **Chapter 6** of this Development Code, with the following additional requirements:
  - a. Cul-de-sacs – Cul-de-sacs are permitted if less than 1,500 feet in length, measured from the nearest intersecting street (eyebrows and loop lanes do not qualify as streets for measurement purposes). Longer cul-de-sacs may be permitted if the Planning Commission finds that one of the following special circumstances applies:
    - i. Where natural features exist that are not practical to traverse (e.g., wetlands, steep slopes) or are not desirable to remove (e.g., wooded areas); or
    - ii. Where connection to the next street is blocked by existing permanent structures, an existing or proposed expressway or limited access highway, or protected open space area.
  - b. Alternative Street Designs

The following alternative street designs are preferred to cul-de-sacs and shall be permitted in all residential developments according to the following standards:

- i. Eyebrow – a semicircular shaped road with a central island extended from the local road that provides a through connection to the local road.

Each eyebrow shall be surrounded by streets on all sides, shall be generally configured as a semi-circle, and shall be configured so that a circle with a radius of 30 feet can fit within the confines of the eyebrow. The central space within the eyebrow shall be a landscaped open space.

- ii. Loop Lane – a continuous road (minimum pavement width of 18 feet and 30 feet of right-of-way) with two access points from an adjacent road, separated by a central open space/planting island.

Loop lanes shall have a minimum 50 foot outside edge of pavement and a minimum 30 foot wide central planting island. The island shall be a landscaped open space.

- iii. Pedestrian Court – houses face a central open space with walkways; vehicular access to building sites is provided by alleys or service drives only. Pedestrian courts shall not exceed 200 feet in length, measured from the nearest intersecting street, alley or service drive open to vehicular traffic.

All residential structures on a pedestrian court shall face a landscaped common open space at least 20 feet wide, in addition to the front yard required in Table 5.3.1. The yard abutting the pedestrian court shall be considered the front yard. Street trees shall be planted in accordance with **Section 10.2.8.**

- iv. Alternate street designs not included above may be appropriate if a) consistent with the pattern of development in adjacent neighborhood, b) due to unique physical or environmental features, or c) due to innovative housing designs.